









Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.



THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,  
 VIA CANADA AND THE UNITED STATES.  
*(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)*  
**SAFETY—SPEED—PUNCTUALITY.**  
 Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.  
 ————  
**PROMISED SAILINGS FROM HONGKONG.**  
*(Subject to Alterations)*

* <b>EMPRESS OF INDIA</b> ...Comdr. O. P. MARSHALL, R.N.R.	WEDNESDAY, 29th July/98.
<b>EMPRESS OF JAPAN</b> ...Comdr. Geo. A. LES, R.N.R.	WEDNESDAY, 20th July/98.
<b>EMPRESS OF CHINA</b> ...Comdr. R. ABERNATHY, R.N.R.	WEDNESDAY, 10th Aug./98.

• Callings AMOY.

[illegible]

Kanton tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.  
 SPECIAL FARE (first class only) granted to Missionaries, Members of the Navy,  
 Military, Diplomatic and Civil Services, and to European Officials in the Service of  
 China and Japan Governments.  
 The attractive features of this Company's route embrace its PALATABLE  
 STEAMSHIPS, (second to none in the World), the LUXURIOUSNESS OF ITS  
 PASSENGER COMPARTMENTS, the FREQUENT SERVICE, the COMFORT OF ITS  
 STEAMSHIP TRAINS (the Company having received the highest award  
 for size at recent Chicago World Exhibition) and the diversity of MAGNIFICENT  
 MOUNTAIN AND LAKE SCENERY through which the Railway passes.  
 THE DINING CARS AND MOUNTAIN HOTELS of the route are owned and  
 operated by the Company, and their appointments and Cuisine are unequalled.  
 For further information, Maps, Guide Books, Rates of Passage, etc., apply to  
 D. E. BROWN, General Agent,  
 HONGKONG, June 8, 1938. FREDER STREET, 112

**NORTHERN PACIFIC STEAMSHIP COMPANY.**  
 PROPOSED SAILINGS FROM HONGKONG  
 via Shanghai, Inland Sea of Japan, Kobe and Yokohama.  
 FOR VICTORIA, B.C., & TACOMA, FOR PORTLAND, OREGON,

Northern Pacific Railway Co.				Oregon Railroad & Navigation Co.			
Steamer.	Tons	Captain.	Proposed Sailing.	Steamer.	Tons	Captain.	Proposed Sailing.
Tacoma....	2549	A. Dixon.....	July 2	Albatross.....	3654	H. Bayler.....	June 27
Victoria....	3167	J. Trubridge....	July 2	Albatross.....	3601	H. Bayler.....	June 27

Arizona	5308	R. McComb	Aug. 8	Miss	3564	J. H. Rutler	Sept. 10
Arizona	5309	R. Panton, R. N. E.	Aug. 28	Colombia	3565	A. A. Gow	Oct. 1

\* Via VICTORIA, B.C.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA via the B.C.M.P.

HONGKONG TO LONDON, £17.

Excellent accommodation.

Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

**HONGKONG TO NEW YORK, \$41.**

The Railroad travelling is second to none of the American Continent. Magnificent scenery of the ROCKY and SASSAD J MOUNTAINS, the YELLOWSTONE NATIONAL PARK route.

**HONGKONG TO VICTORIA, TACOMA OR PORTLAND, \$23.**

The best route to the Klamath Gorge, Ferns, Frequent sailings from Victoria, Tacoma and Portland to DYER and St. MICHAEL.

Special rates allowed to members of Government Services.

Paro in must be sent to our Office (with address marked in full) by 5 p.m. on the day previous to sailing.  
For further information as to Passage or Freight, apply to  
**DODWELL, CARROLL & Co.,**  
General Agents.  
Hongkong, June 17, 1893.

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.		
Steamers.	Destinations.	Sailing Dates.
PANASHTO MARU, J. Jones,	NAGASAKI, KOBE and TOKYOYAMA.	MONDAY, 27th June, at 4 p.m.
YOKO MARU	SYDNEY and MELBOURNE	

E. W. HAWWELL	THURSDAY ISLAND, MACKAY, TOWNSVILLE and BRISBANE.	WEDNESDAY, 18th July, at Daylight.
SANUKI MARU, W. TOWNSLAND.	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID.	TUESDAY, 5th July, at 4 p.m.
MATSUBAYAMA MARU J. FUJITA	KOBE and YOKOHAMA.	THURSDAY, 7th

<b>SAGAMI MARU,</b> T. MURAI,	<b>VLAD. VOSTOK,</b> Via SHANGHAI, CHERP. O. ONUMUELO, NAGASAKI, FUKUOKA, NAGASAKI.	<b>FRIDAY, 8th July,</b> at 9 p.m.
<b>ROJUN MARU,</b> A. E. MOSES,	<b>SEATTLE, WASH. U.S.A.,</b> Via KORE & YOKOHAMA.	<b>THURSDAY, 14th</b> July, at 4 p.m.

\* Through Passenger Tickets and Bills of Lading issued for the Principal Cities of the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY AND ATLANTIC STEAMERS.

For further information as to Freight, Express, Sailings, Etc., apply at the Company's local Dragon Office at No. 7, Praya Central.

**A. S. MIHARA, Manager.**

Hongkong, June 17, 1898.

WEEKLY NEWS FOR HOME.

The Overland China Mail.

FEES FOR PUBLIC VEHICLES.

Chairs.

of each European and Russian Empire  
for Europe. It contains special  
Commercial Intelligence, general business  
intelligence, and other information. The  
Reports of Courts and Consular  
and all other news are given in full as  
they appear in the Daily News.

**STANDARD RATES, WITH YOUR CHOICES**

Hour . . . . .	0.80	Six hours . . . . .	1.50
Three hours . . . . .	1.00	Day (6 to 8) . . . . .	2.00

**Directions:**  
CONTINUE TO PAGE 4

[illegible]

Chassis	200	0.00	stake is to be ready to go for the return journey.
Engine	200		Extra amount of money and extra labour to be paid for the return journey.
Chassis	200		



The Columbia had a large hole in her hull caused by the impact, and returned to New York for repairs.

The *Foscobia* is an iron steamer of 1538 tons, launched in 1879, and owned by Messrs. Watts, Watts, and Co., of London. The cruiser *Columbiz* is a steel cruiser. She was built in 1892 at Philadelphia, and according to the last American mail accounts was attached to Commodore Schley's flying squadron.

June 1.—Messrs. Phil Robinson and

Whigham, well-known English war correspondent, have been arrested at Havana and are to be tried as spies.

June 3. Mr Knight, the Times correspondent who was captured by the Spaniards on attempting to surreptitiously land in Cuba, has been released.

The Chairman of the Appropriations Committee of the House of Representatives has intimated that the war with Spain would cost the United States \$90,000,000.

June 6.—Sir Julian Pauncefote, British Ambassador at Washington, has intimated to America that the British Government has ordered Senor Carranza, the chief of Spanish spies, to leave Canada within three days.

The American Senate has reduced the issue of bonds for the purpose of meeting the expenses of the war from \$200 to 200

The Spanish mint is reported to be coining a million pesetas daily.

It is reported at Madrid that Queen Christina is removing her private property in preparation for fleeing the country.

Regarding Lieutenant Holston's sinking of the collier *Merrimac*, details received show that 4000 men volunteered to assist him. The *Merrimac* steamed

through a narrow passage, passing four forts which were all firing heavily with the advantage of a range known over a number of miles, which route, however, the Spaniards believed to be impassable. Lieut. Hobson anchored the *Merrimac* in a bend of the passage arranged upon before starting, and waited until the vessel swung broadside or to the entrance to the harbour. He then touched the electric

**THE GOVERNOR-GENERAL OF  
FORMOSA.**

General Roman, the new Governor of Forinosa, recently announced his policy of administration at a meeting of the prefectural Governors of Forinosa. From a summary of the speech published in a vernacular contemporary, we gather that the Governor-General recognises the principle that the judges in the island should be made secure in their positions and though the Constitution, so far as it

concerns the judiciary, does not at present extend to Formosa, he thought the position of a judge might be assured even under the present régime. The General, like his predecessors, has made the usual good resolutions to improve the affairs of the island, so as not to leave any obstacle to the new Treaties being put into operation. He further announced his intention to simplify the administration, and to clear

the plan of policing Formosa. This is done at present by police, gendarmes and soldiers, distributed over the island. For his police duty, he proposes to employ police men only, and to have the soldiers and gendarmes assembled at certain points so that an effective display of force can be made when emergencies arise. The local tax is not to be greater

that imposed under the régime of the Chinese. General Kodama recognises that the cost of administration must increase and he stated that fifty or sixty million yen will be raised by the issue of public bonds [where] to meet the cost of the public works contemplated. From next year the ordinary expenditure of the island is to be met out of its internal revenue. — *Kyoto Chronicle*.

A CORRESPONDENT on H.M.S. Grady writes as follows from Weihaiwei to the *China Gazette*:—The fine Chinese building known as Admiralty House, last occupied by the ill-fated Admiral Ting, is about to be converted into a Naval Club. Another large building, some way east of the town, the antecedents of which I am ignorant

being used as Sick Quarters for the  
Floor. The Town-Major—Lieut. Gen-  
eral of H.M.S. Tormann—may be seen on  
day going his rounds on a bicycle, fre-  
quently followed by an admiring group  
of Chinese children. The houses have al-  
ways been numbered and the streets appar-  
ently named. One is struck with the  
number of empty dwellings on passes

We cannot say that we are much impressed with Admiral Dewey's foresight in letting the Spanish steamer *Romulus*, and certain other vessels before it, have unrestricted access to the public estate.

...this compelling the Spanish authorities in the Philippines to enjoy free communication with Madrid. His squadron is quite strong enough to detach, if need be, the *Legion* *Concord* for patrol work in the Southern Philippines, and primarily, for the interruption of all communications between Manila and from Madrid. There was no much use in cutting the Manila city

to Hongkong, while at the same time doing nothing to hinder Spanish despatch boats from running regularly from places conveniently near Manila, to put their messages on the cable at Iloilo. Once the Spanish squadron was disposed of, the necessity of keeping it concentrated vanished. For even if bombardment of Manila was in contemplation it is quite obvious that in that case at least, any

should have been detached to police the approaches to Luzon, rather than keep at Manila purely because it could, and small contributors of projectiles to the use used in the bombardment. So long as no bombardment is immediately probable, and it is with the American Administration to choose his time, the need of holding a squadron inactive at Manila does not exist. The force which is

The Spaniards have been authorized to cheaply over their easy use of the Latin words without a tinge of indifference for the American quadrum. Where is the traditional Transatlantic "Americanism" Singapore Free Press.

[illegible]







